

Safety and Survival Equipment Requirements	
Personal Flotation Devices (PFDs)	
Types/Specifications	Requirement(s)
(1) Motorized watercraft	In watercraft less than 65 feet in length, all personnel must wear a U.S. Coast Guard (USCG)-approved PFD in open areas. An operator may require occupants to wear a PFD in any area of the watercraft regardless of the length of the watercraft. Personnel must wear conventional (inherently buoyant) PFDs in accordance with <a href="#">485 DM 22</a> .
(2) Non-motorized watercraft	Personnel must wear a USCG-approved Type I, II, III, or V PFD at all times.
(3) Manual-only inflatable PFDs	Personnel must use USCG-approved manually inflatable PFDs when working in enclosed areas of watercraft where there is a risk of entrapment if the watercraft capsizes.
(4) Auto-inflating PFDs	<p>Personnel may only use auto-inflating PFDs in special circumstances, where there is evidence that it is riskier to use a conventional PFD than it would be to use an auto-inflating PFD.</p> <ul style="list-style-type: none"> <li> <b>Request for authorization to use auto-inflating PFDs:</b> The supervisor of the operational unit must send a written request to use auto-inflating PFDs to the Regional Watercraft Safety Coordinator before the activity begins. If the Regional Watercraft Coordinator concurs with the request, he/she sends it to the Regional Safety Manager for review. Both officials must concur with the request before authorizing use. The authorization is valid for 1 year and only for the particular task for which it is approved. <ul style="list-style-type: none"> <li>-The Project Leader or supervisor may authorize, in writing, use of auto-inflating PFDs for law enforcement operations.</li> <li>-When an auto-inflating PFD is authorized, the Project Leader or supervisor must write a Job Hazard Assessment (JHA) to identify measures to prevent injuries associated with the operation (see 240 FW 1).</li> </ul> </li> <li> <b>Training and maintenance for auto-inflating PFDs:</b> Personnel must successfully complete training that is approved by the Regional Watercraft Safety Coordinator before using auto-inflating PFDs. The request for authorization must include a detailed plan for additional training and establish a maintenance program with which personnel must comply. <ul style="list-style-type: none"> <li>-The training should be specific to the type and model of auto-inflating PFD. Personnel must test the PFD in the water during the training. The training should also cover maintenance and inspection requirements and repacking procedures.</li> <li>-Users must also perform maintenance in accordance with the manufacturer's recommendations. At a minimum, personnel must inspect the auto-inflating PFD after each immersion or every 6 months, if not used. Also every 6 months, personnel must inspect the bladder, arming device, carbon dioxide canister, and seal.</li> </ul> </li> </ul>
(5) PFD color and reflective	PFDs must be international orange in color and equipped with retroreflective tape in accordance with <a href="#">485 DM 22</a> .

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material	Project Leaders/supervisors may allow personnel to use PFDs of equal visibility (e.g., yellow or red) or greater visibility (e.g., high-visibility green) if they are the safest for the job.  Personnel may use a PFD that deviates from the high-visibility color requirement if special mission requirements, such as those involved in law enforcement, cannot otherwise be satisfied.	
Fire Protection Equipment		
	<b>Requirement(s)</b> There must be one or more USCG-approved Type B fire extinguishers with a 2.5 lb. charge installed at a location that is readily accessible on all motorboats, depending on size, as follows: <ul style="list-style-type: none"><li>• Less than 26 feet in length – 1 extinguisher</li><li>• From 26 feet to 40 feet in length – 2 extinguishers</li><li>• From 40 feet to 65 feet – 3 extinguishers</li></ul>	<b>Authorizations/exceptions/other special issues</b> Follow USCG guidelines for fixed systems on watercraft larger than 65 feet.
Anti-Exposure Clothing		
	<b>Requirement(s)</b> Personnel must wear anti-exposure clothing when air temperature and water temperature combined fall below 100 degrees Fahrenheit. Anti-exposure clothing is particularly important when watercraft operate: <ul style="list-style-type: none"><li>• Alone, off shore, or in a remote location, and when rescue may be delayed or is unlikely; and</li><li>• In conditions when immersion in the water will likely disable the victim regardless of the proximity to shore or rescue.</li></ul> Personnel must be trained on using this clothing.	<b>Authorizations/exceptions/other special issues</b> The operator of the watercraft may make an exception to this requirement if, using the risk assessment protocol found in the <a href="#">MOCC student manual</a> , he/she determines that risks associated with wearing anti-exposure clothing (e.g., personnel performance degradation, thermal stress) are offset by the benefits of not wearing it.
Immersion Suits		
	<ul style="list-style-type: none"><li>• Immersion suits provide greater hypothermia protection than anti-exposure gear, and the supervisor of the operating unit or policy may require them based on the hazards of the operation.</li><li>• All watercraft personnel must wear USCG-approved immersion suits when working in coastal waters, the ocean,</li></ul>	

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	<p>and seas that exhibit cold or harsh conditions, and in large lakes that exhibit those same conditions.</p> <ul style="list-style-type: none"> <li>• The operator must assign each person on the watercraft the suit they must use in an emergency, show them how to use it, and give them the opportunity to practice using it.</li> <li>• Supervisors must ensure personnel inspect immersion suits when purchased, when retrieved from storage, after every use, and at least every 6 months if not used frequently. Personnel must maintain immersion suits as recommended by the manufacturer.</li> </ul>
Communications Equipment	
	<ul style="list-style-type: none"> <li>• We provide communications equipment (e.g., marine radio, cell phones, Emergency Position Indicating Radio Beacons (EPIRB), Emergency Locator Transmitters (ELTs), etc.) capable of requesting emergency assistance and maintaining radio schedules to operators of all watercraft, except in those instances where the operator has determined that the equipment is not necessary due to the nonhazardous nature of the operating environment.</li> <li>• As with all safety and survival equipment in this table, the Project Leader or supervisor must provide the equipment that the operator identifies as needed (see <a href="#">241 FW 1</a>).</li> </ul>
Navigation Aids	
	Navigation aids suitable to the mission must be on board the watercraft. The aids may include a compass, radar, GPS, depth finder, etc.
Auxiliary Power	
	<ul style="list-style-type: none"> <li>• We recommend auxiliary power (e.g., an extra outboard motor) for motorboats operated in areas where it's not easy to get assistance in case there is a primary engine failure.</li> <li>• We require auxiliary power for motorboats operated in areas where assistance is unavailable.</li> <li>• In cases where auxiliary power is not practical (e.g., airboat operation), the operator must identify in a written float plan methods to obtain assistance during engine failures.</li> </ul>